



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

# ***Charge! Program*** **for FYE 2016/Cycle 2**

(for public and private entities)

September 29, 2015

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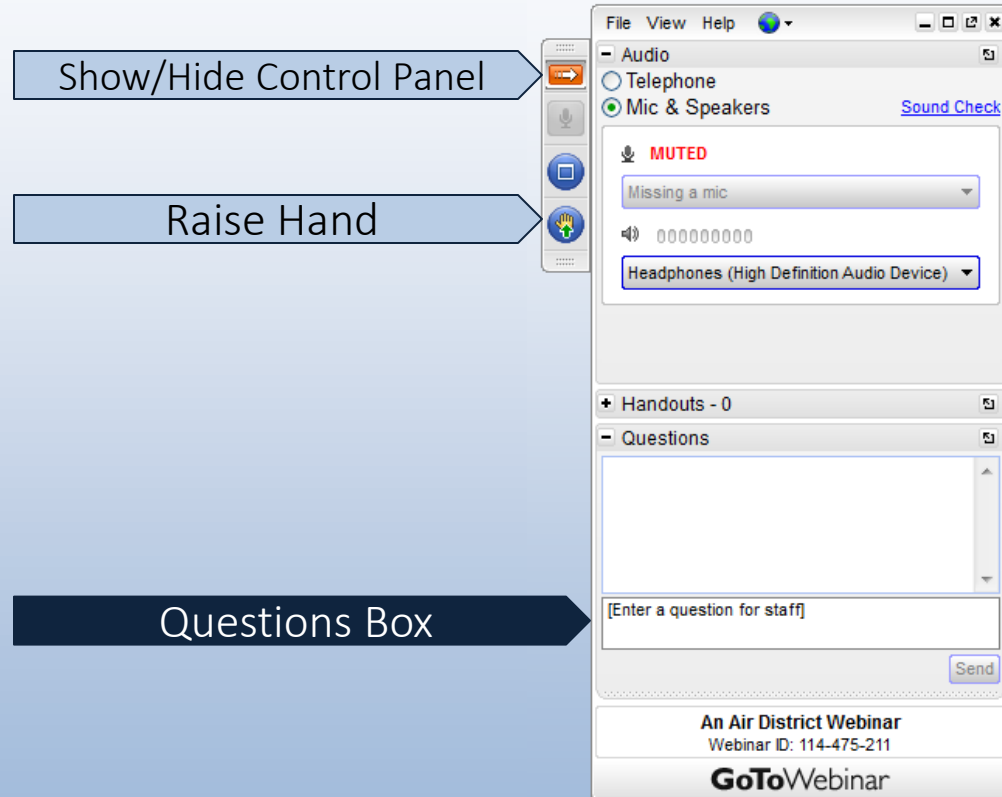
# Webinar Information

This webinar is being  
recorded.

Copies of presentations will  
be posted to the Program  
Website after the webinar.

Type in questions using the  
questions box here.

Questions will be answered  
at the end of the  
presentation.





## Introduction & Background

- Bay Area Air Quality Management District (Air District)
- Electric Vehicle (EV) Goals and Incentives

## Program Information

- Funding Sources
- Guidance and Requirements
- Application Process

## Additional Resources

## Contact and Questions



# Introduction & Background

## The Air District:

- Established in 1955
- Nine Bay Area Counties
- Seven Million Residents
- 5,340 square miles

## Our Mission:

To protect and improve  
public health, air quality,  
and the global climate



# EVs: Goals



2020:

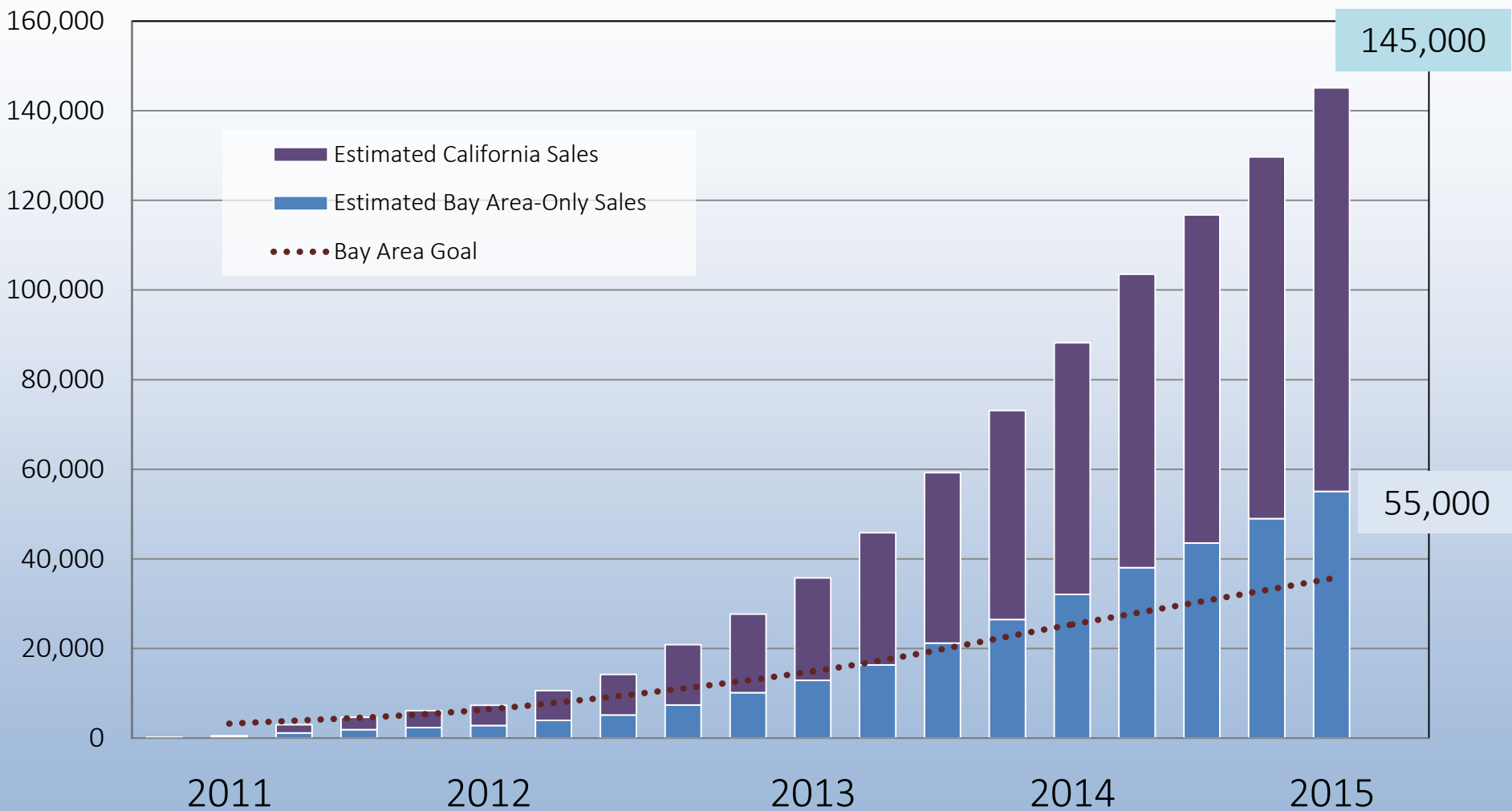
- 110,000 EVs (Bay Area)

2025:

- 247,000 EVs (Bay Area)
- 1.5 M EVs (Statewide)



# EVs: State of the Market



\* Estimated using a 76% rebate use rate and data from CARB PEV Rebates Statistics: Center for Sustainable Energy (2015). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated August 31, 2015. Retrieved September 10, 15 from <http://energycenter.org/clean-vehicle-rebate-project/rebate-statistics>

# Air District Funding for PEVs



## Vehicles

### PEV Rebates (for public agencies)

- Light Duty PEVs
- Neighborhood electric vehicles
- Electric motorcycles

### Zero-emission vehicles (coming soon!)

- High mileage light-duty vehicles (3 or more)
- Medium- and Heavy-duty vehicles and buses

## Infrastructure

### *Charge!*

- Workplaces
- Multifamily dwelling units
- Key destinations
- Transportation corridors

### EV Charging Station Demonstration Program

- Special opportunity for public agencies to:
  - *Deploy infrastructure quickly*
  - *Participate in information sharing*



# Summary of updates for Cycle 2

- Streamlined bonuses for projects with solar or wind power generation
- Non-public workplaces are eligible
- \$500,000 cap for non-public workplaces
- \$500,000 reserved for MDU charging
- Revised funding amounts for Level 2 dual port chargers



## Transportation Fund for Clean Air

- Purpose: to reduce tailpipe criteria emissions from on-road sources
- \$4 surcharge on motor vehicle registrations
- Up to \$5 million allocated



# Eligible Facility Types

## Transportation Corridor



## Workplace



## Multi-Dwelling Unit



## Destination



At least one:

- DC Fast

May include:

- Level 2
- Low kW DC Fast

Any combo of:

- DC Fast
- Low kW DC Fast
- Level 2
- Level 1

Any combo of:

- DC Fast
- Low kW DC Fast
- Level 2
- Level 1

Any combo of:


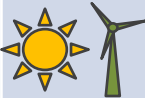



- DC Fast
- Low kW DC Fast
- Level 2
- Level 1



# Max. Award Amounts

**Minimum:** \$10,000 per application/applicant

**Maximum:** \$250,000 (for Level 1 and 2); \$600,000 (with DC Fast) per applicant

Project Scope	Maximum Funding Amounts per Charger (Usage Requirement Over 3 Yrs.)			
	Level 1 (1,500 kWh)	Level 2 (9,000 kWh)	DC Fast (Low kW) (15,000 kWh)	DC Fast (40+ kW) (75,000 kWh)
 Charging Station Only	\$500	\$3,000	\$5,000	\$25,000
 Bonus \$ for Solar or Wind Power	\$0.50 per kWh generated, up to a maximum of:			
	\$500	\$3,000	\$5,000	\$25,000
Bonus for dual ports	-	\$500	\$500	\$1,500
   Max. Award	\$1,000	\$6,500	\$10,500	\$51,500



# Minimum Usage Requirements

and EV miles equivalent

	L1	L2	DC Fast (Low kW)	DC Fast (40+ kW)
Usage (kWh)	1,500	9,000	15,000	75,000
EV Mile Equivalent (Project Life: 3 years)	5,040	30,240	50,400	252,000
EV Mile Equivalent (per year for 3 years)	1,680	10,080	16,800	84,000
EV Mile Equivalent (per day for 3 years)	5	28	46	230
Charge Duration (hours per day for 3 years)	1.03	1.26	2*	1.92**

\*Assumes charging ~2 vehicles for 60 minutes.

\*\* Assume charging ~4 vehicles for 30 minutes.



# Eligible Project Cost

Costs eligible for reimbursement & match funding:

- Charging station hardware (including tax and shipping fees);
- Installation labor, materials (e.g., trenching, wiring, conduit) and necessary electrical upgrades to meet the demands of the Charging Station (i.e., electrical panels and transformers);
- Permit fees;
- Hardware or Equipment used to record kWh dispensed from the Charging Station to PEVs (e.g., separate meter, data logger); and
- *For projects incorporating solar or wind power generation: Power generation and battery storage hardware (including tax and shipping fees).*

DATE	ACTIVITY
January 15, 2016, 4 PM	Application deadline (solicitation closes)
Within <b>90 days</b> of application receipt	Notice of Determination
Within <b>30-90 days</b> of Notice of Determination	Issue funding agreements for signature
Within <b>12 months</b> of contract execution (Installation Completed)	All project equipment/stations must be installed and available for use by the public (awarded funds must be expended) Awardees submit Interim Status Report and Final Invoice <b>1st Payment:</b> Air District makes payment & retains 15%
Every <b>12 months</b> after submittal of Interim Status Report (Operations Phase)	Awardees submit Annual Report for at least 3 years and until usage requirement is satisfied
After submission of last Annual Report (Project Completed)	<b>Final Payment:</b> Air District releases 15% that was withheld <b>Audit:</b> Air District conducts fiscal audit

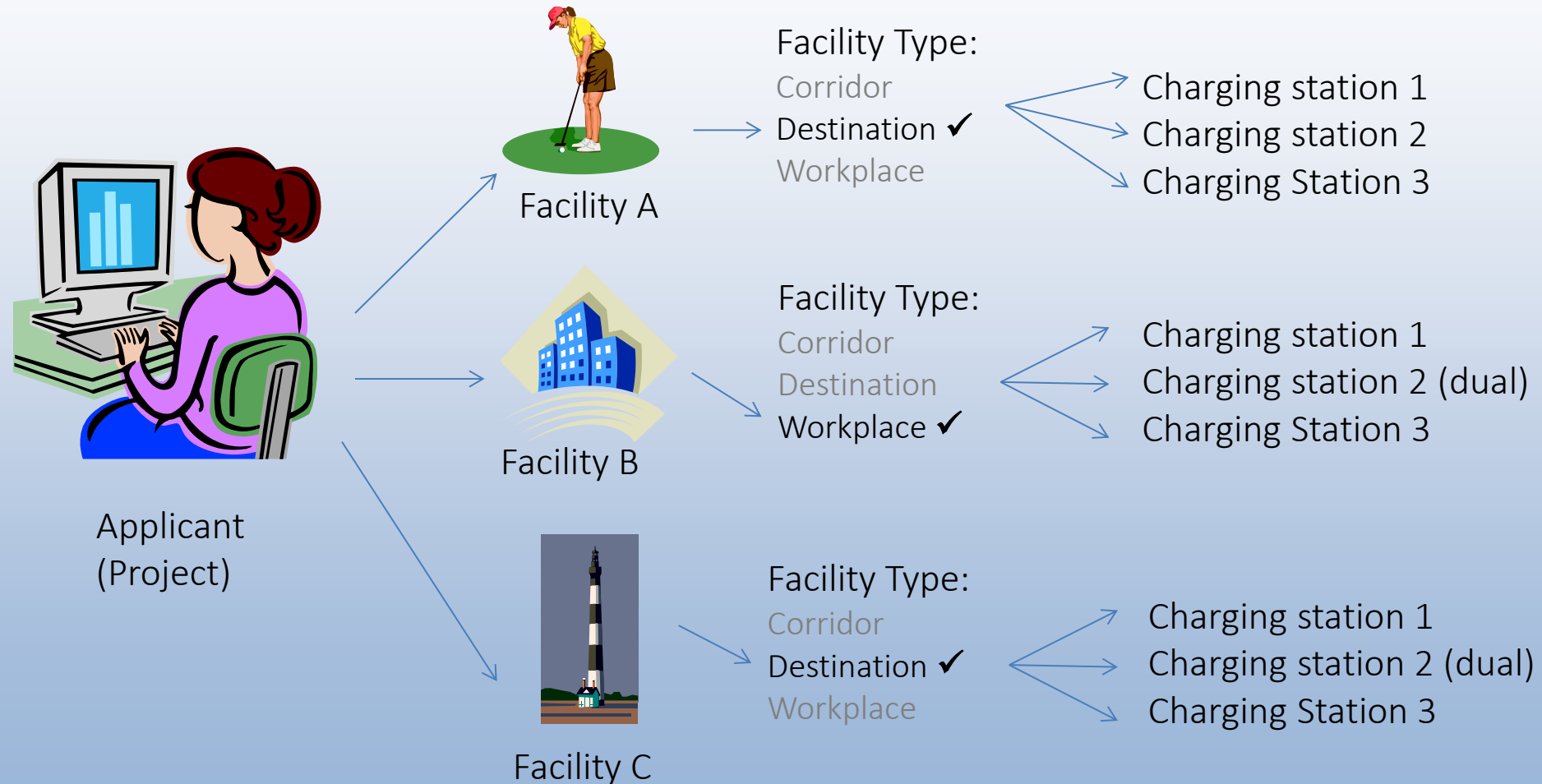


# Application Submittal Instructions

Submit both electronically and as a hard copy. Include the following:

- Completed signed [online application](#)
  - Evidence of Authority to Apply & Implement the Project
  - Proof of authority to install & operate station
  - Map showing each location and location of each charging station
  - Copy of estimate for each charger at each facility
  - Proof of insurance
  - W-9 (only hardcopy; do not upload)
  - Additional info (if applicable)

# How to Apply?








# Example Application

## B. CHARGER INFORMATION

### Total Eligible Cost

Provide a budget below for this facility broken out by charger type. The Air District will determine your *match requirement (%)* based on cost information provided in this application.

Charger Type 	Charger Quantity	# of ports per charger 	Request per Charger (\$)	Solar or Wind Bonus?	Bonus Request per Charger (\$)	Total Eligible Cost (\$) 	Total Request per Charger (\$)	Total Request (\$)	
DC Fast ▼	1	1 ▼	25000	No ▼	0	80000	25000	25000	
Level 2 ▼	5	2 ▼	3000	Yes ▼	3500	50000	6500	32500	<a href="#">Remove</a>
Level 2 ▼	5	1 ▼	3000	Yes ▼	3000	50000	6000	30000	<a href="#">Remove</a>
<a href="#">Add another charger type</a>									

### Discounts, Credits, & Non-Air District Grants/Rebates

Provide a list of ALL discounts, credits, and non-Air District grants/rebates by source and by charger type. If these funds are derived from more than a single source, specify each funding source and the amount on a separate line. *Air District will subtract these funds from your Eligible Cost to determine award amount. Refer to the FAQ for more information about how award amount is determined.*

Source	Amount (\$)	Funding Status	Charger Type
CEC grant	1000	Secured ▼	Level 2 ▼
<a href="#">Add another source</a>			

Total Eligible Cost of this Facility: \$ 180000.00

Total Request for this Facility: \$ 87500.00

## *Charge!*

To quickly and efficiently expand the region's network of publicly available charging stations.

- ☐ Public and Private Entities
- ☐ First come, first served
- ☐ Multifamily dwelling units are eligible locations
- ☐ Annual Reporting
- ☐ Lower maximum award and percent funded (75%)

## EV Charging Station Demonstration Program

To quickly and efficiently expand the region's network of publicly available charging stations AND to determine the environmental, economic, and operating benefits of publicly available charging stations.

- ☐ Public Agencies only
- ☐ Competitive process
- ☐ Multifamily dwelling units are not eligible for funding
- ☐ More frequent reporting; required to participate in discussions and case studies
- ☐ Higher maximum award and percent funded (90%)



# Additional Funding Sources



## Air Resources Board

- Cap & Trade
- Clean Vehicle Rebate Project (CRVP)
- California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

## California Energy Commission

- Infrastructure
- Planning
- Renewable Energy

## Other

- Federal (e.g., Department of Energy)
- Metropolitan Transportation Commission
- [CPUC Self-Generation Incentive Program](#)
- [CalCAP EV Charging Station Financing Program](#)



[www.baaqmd.gov/charge](http://www.baaqmd.gov/charge)

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